



Welcome

to the

908th Airlift Wing

(Air Force Reserve Command)
Maxwell Air Force Base, Montgomery, Ala.



More than twelve hundred
citizen airmen dedicated to
remaining
***Ready...
Always!***

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Welcome to the 908th Airlift Wing, AFRC's premier C-130 unit



Whether you are joining us for a few hours, or the next 20 years of your career, I hope you will find your stay with us informative, productive and rewarding. This guide contains some of the basics of who we are, where we fit in the Air Force Reserve structure, and how to get around the unit and Maxwell.

Our mission at the 908th is to ensure our units and people are prepared and equipped to accomplish assigned missions in support of national objectives. We contribute to the nation's defense by providing airlift and related services through the efforts of more than 1,200 Reservists and nine C-130 Hercules aircraft. Each year we fly more than three-quarters of a million miles, usually landing on six continents, while training our people and supporting real world operations.

The 908th is proud to be part of the American tradition of the Citizen Airman. Our members work in a variety of professions from the youngest medical technician at a local hospital to senior business managers and owners. Many of our members have raised time management skills to an art form, as they combine active lives in their civilian professions, participate in professional and community organizations and further their education in addition to participating as a vital member of this organization and the Air Force Reserve Command.

Please ask questions, our people will be happy to talk with you about the unit and their participation. If the people you ask don't know the answer to your questions, please contact my Public Affairs staff at 953-6804. They will be happy to assist you, answering any questions you might have.

Again, I hope you enjoy your time here at the 908th Airlift Wing.

Col. Heath J. Nuckolls
Commander, 908th Airlift Wing

Colonel Heath J. Nuckolls

Colonel Heath J. Nuckolls is the commander of the 908th Airlift Wing, Air Force Reserve Command, Maxwell AFB, Ala. He is in charge of more than 1,200 people who fly, load, and control nine C-130 aircraft.

The colonel earned a bachelor's degree in business administration from Texas Tech University in Lubbock in 1982. He received his commission as a second lieutenant as a distinguished graduate of the university's Air Force ROTC program the same year.

Colonel Nuckolls served over seven years on active duty before joining the Air Force Reserves in 1990. After his departure from active duty service, Colonel Nuckolls started his air reserve technician career with the 403rd Airlift Wing, Keesler AFB, Miss., as C-130 instructor pilot, flight examiner, and squadron tactics officer. As an ART, the colonel holds dual status as a civil service employee and Air Force reservist. He has held several supervisory and command positions, including serving in the positions of airlift operations officer at Headquarters 10th Air Force, tactical airlift operations manager and chief, standards and evaluations at Headquarters 22nd Air Force, and most recently commander of the 94th Operations Group, Dobbins Air Reserve Base, Ga., before assuming his current position. He is a command pilot with over 3,800 hours in many variants of the C-130.

Colonel Nuckolls is married; he and his wife have two children.

EDUCATION:

- 1982 Bachelor of Science, Business Administration, Texas Tech University
- 1986 Squadron Officer School – Correspondence
- 1994 Air Command and Staff College – Correspondence
- 2000 Air War College – Correspondence

ASSIGNMENTS:

- 1. November 1982 -- November 1983, undergraduate pilot training, Reese AFB, Texas
- 2. February 1984 -- May 1984, C-130 initial pilot qualification, Little Rock AFB, Ark.
- 3. May 1984 -- October 1987, C-130 aircraft commander and wing current operations planner, Rhein Main Air Base, Germany

- 4. October 1987 -- February 1990, AC-130 pilot and wing command post controller, Hurlburt Field, Fla.
- 5. April 1990 -- October 1996, C-130 instructor pilot, flight examiner, and squadron tactics officer, Keesler AFB, Miss.
- 6. October 1996 -- May 1997, airlift operations officer, Headquarters 10th Air Force, Naval Air Station Ft. Worth Joint Reserve Base, Texas
- 7. May 1997 -- February 2002, tactical airlift operations manager and chief, standards and evaluations, Headquarters 22nd AF, Dobbins ARB, Ga.
- 8. February 2002 – April 2004, commander, 94th Operations Group, Dobbins ARB, Ga.
- 9. April 2004- present, commander, 908th Airlift Wing, Maxwell AFB, Ala.

FLIGHT INFORMATION:

Rating: Command Pilot
Hours: 3,960
Aircraft Flown: T-37, T-38, C-130E/H2, AC-130H, and WC-130H

MAJOR AWARDS AND DECORATIONS:

- Meritorious Service Medal with one oak leaf cluster
- Air Force Commendation Medal with one oak leaf cluster
- Joint Meritorious Unit Award
- Air Force Outstanding Unit Award with two oak leaf clusters
- Combat Readiness Medal with four oak leaf clusters
- National Defense Service Medal
- Armed Force Expeditionary Medal
- Southwest Asia Service Medal with star
- Humanitarian Service Medal
- Armed Forces Reserve Medal with hourglass and M device

EFFECTIVE DATES OF PROMOTION:

Second Lieutenant	May 15, 1982
First Lieutenant	Aug. 19, 1984
Captain	Aug. 19, 1986
Major	March 10, 1994
Lieutenant Colonel	Sept. 18, 1998
Colonel	February 27, 2002 (Current as of June 2004)

908th Airlift Wing

The mission of the 908th Airlift Wing is to recruit, organize and train Air Force reservists to be prepared for active duty in time of war, national emergency or when otherwise required to maintain national security. In the event the unit is mobilized, the operational functions of the 908th Airlift Wing are to support theater air forces for resupply missions, routine airlift requirements of the theater commander and airlift employment operations within the combat zone or forward area, provide aeromedical and refugee evacuation and augment strategic airlift forces.

The 908th is composed of the following units plus a small headquarters element: the 908th Aeromedical Staging Squadron; 908th Operations Group and its associated units 357th Airlift Squadron, 908th Aeromedical Evacuation Squadron and 908th Operations Support Flight; 908th Maintenance Group and its associated units 908th Maintenance Squadron, 908th Maintenance Operations Squadron and 908th Aircraft Maintenance Squadron; and 908th Mission Support Group and its associated units 908th Mission Support Squadron, 908th Logistics Readiness Squadron, 908th Civil Engineering Squadron, 908th Security Forces Squadron, 25th Aerial Port Squadron, 908th Communications Flight and 908th Services Flight. In carrying out their training, these units provide direct support to the active-duty components of the Army and Air Force.

The 908th operates a fleet of nine C-130H Hercules cargo aircraft. Known as the "Workhorse of the Air Force," this plane can carry 42,000 pounds of cargo, 92 troops, 64 paratroops or 74 litter patients. It can fly up to 386 mph with a range of 5,200 miles.

The wing has more than 1,200 officers and airmen who serve the unit as reservists, normally spending one weekend a month and two weeks of annual tour per year with the unit. The day-to-day operations of the 908th are handled by a group of 175 civil servants known as Air Reserve Technicians who also serve as reservists, and a small number of civilian employees who do not have Reserve status.



Recent operational activities

Since the events of Sept. 11, 2001, more than 350 908th Airlift Wing reservists have been activated at various stages, and have served at stateside and overseas locations.

The largest contingent, nearly 250 unit personnel, were called to active duty in December 2003 to support combat operations in Afghanistan, with more than 180 aircrew members and maintenance and support personnel deploying to Central Asia.

Within two days of the Sept. 11, 2001, terrorist attack on the World Trade Center and the Pentagon, 26 908th Security Forces Squadron members were called to active duty primarily augmenting the security forces at Maxwell and Gunter in their heightened security efforts. On Nov. 8, 52 908th SFS personnel joined the legions of reservists and Guard members called to active duty in support of the homeland defense effort, Operation Noble Eagle.

Each year, normally in June and September, the 908th supports the Coronet Oak mission. Coronet Oak is the continuing operation in which Reserve and Air National Guard C-130 aircraft, aircrews and related support personnel deploy from the United States to provide theater airlift support for the U.S. Southern Command. Coronet Oak has given Southern Command a quick response force of airlift planes since the late 1970's, first out of Howard Air Force Base, Panama, and since 1999 when Howard closed, out of Muniz Air National Guard Base, Puerto Rico. The Guard and Reserve support the Coronet Oak mission year round. Units rotate in and out of Muniz ANGB every two weeks.

August through December 2001 the 908th and other Reserve C-130 units supported ongoing peacekeeping efforts in the Balkans through their participation in Operation Joint Forge.

In May 2001, 65 members of the 908th Airlift Wing deployed to Puerto Rico in support of Consequence Island - a weapons of mass destruction training exercise designed to test U.S. military units and federal agencies on their ability to care for and relocate hundreds of patients. As lead wing for Air Force Reserve Command, the 908th organized and managed airlift operations and coordinated much of the Air Force involvement in the exercise.

In March 2001, the 908th contributed one

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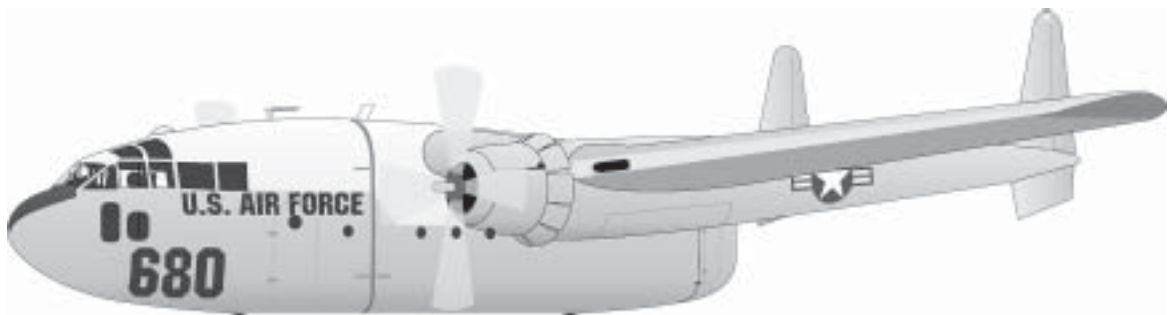
aircraft, two aircrews, a drop zone crew and maintenance support to Red Flag, the long running exercise designed to provide realistic combat training involving the air forces of the United States and its allies.

In November 2000, the 908th Airlift Wing hosted four other AFRC units for Super Tac 2000, the command's second C-130 airdrop training exercise. The first, AFRC's largest, was held here in November 1997. In August 2000 the 908th and other Reserve C-130 units participated in Operation Joint Guard. Aircrews provided airlift support to peacekeeping troops in the Balkans.

In May 2000 during Air Mobility Expeditionary Rodeo 2000, the Air Mobility Command sponsored airlift and tanker competition, a 908th aircrew competed against reserve, active duty, Air National Guard and international teams and came away with the Best C-130/160 title.

Nearly one fourth of the wing (255 personnel) deployed in support of Aerospace Expeditionary Force Cycle 1 taskings Oct. 1, 1999 through Nov. 30, 2000.

During April through August 1999, Air Force Reserve Command C-130 units, alongside their active duty and Air National Guard counterparts, supported North Atlantic Treaty Organization efforts to provide humanitarian aid for Kosovo refugees. Based out of Rhein-Main Air Base, Germany, the Air Force Reserve aircrews airlifted more than 7,550 passengers, 3,865 tons of cargo and flew 756 sorties and 2,127 hours.



C-119 "Flying Boxcar"

During March through June 1999, Reservists supported Operation Allied Force, the North Atlantic Treaty Organization air campaign to halt ethnic fighting in Kosovo. Under Presidential Selective Recall Authority issued in April 1999, 2,098 reservists were authorized for active duty service; 1,291 were mobilized and 875 deployed overseas. The mobilized reservists came from air refueling, rescue, and airborne warning and air control units. Reserve volunteers, plus individual mobilization augmentees recalled to active duty also provided invaluable support.

November 1998 through January 1999, 908th Airlift Wing and other AFRC volunteers assisted in relief and recovery efforts following the destruction wrought by Hurricane Mitch throughout Central America in late October. Reservists airlifted food, water, clothing, and medical and building supplies. During this period, the Reservists delivered more than 10.2 million pounds of cargo.

Unit History

The 908th Airlift Wing has airlifted everything from a battleship bell to the U.S. mail, from a bagpipe band to screw worm flies.

The 908th has survived relocations, mission changes, aircraft changes and even an aircraft crash back in the unit's C-119 transport days. These challenges, though they took their toll at the time, produced more than their share of success stories — and, yes, even a hero or two.

Established as the 908th Troop Carrier Group at Bates Field, Mobile, Ala., on Feb. 11, 1963, the unit flew C-119 "Flying Boxcars," a two-engine transport aircraft that could fly as slowly as 85 m.p.h..

In October 1964, the unit moved to Brookley Air Force Base also in Mobile. There, the 908th built a substantial record of humanitarian airlifts, as well as taking care of regular cargo and mail missions to free Military Airlift





Command aircraft committed to Southeast Asia.

On July 16, 1966, a 908th C-119 crashed near Jacksonville, Fla., after losing an engine in a fire. The four crewmen and all 30 Florida National Guard members on board bailed out safely, thanks to the pilot, Maj. Robert C. Coyle of Biloxi, Miss. Before ditching the aircraft, Major Coyle saw to it that every passenger and his three crewmen had jumped. For his heroism, he was awarded the Distinguished Flying Cross and the Florida Cross.

In February 1969, another move was announced. The 908th would move to Maxwell Air Force Base, Montgomery, Ala., the following spring and fly the small, twin-engine U-3H, a forward control aircraft.

The 800-member unit dropped down to a mere 275 people. However, another change was planned: to switch from the U-3H to the O-2A, another twin-engine forward air control aircraft.

A year after the March 1970 conversion to O-2As, word arrived that the unit would convert to A-37 jets. Amidst plans for receiving the jets, there was yet another change: the 908th would return to the airlift business flying the C-7A Caribou, a twin-engine utility transport. In December 1971, the 908th was renamed a tactical airlift group, and the first "Bou" came on board in March 1972.

As though making up for lost time, the 908th declared itself combat ready in February 1973. The first C-7 unit in the Reserve to achieve that status. A golden period for the unit was in full swing. In its nearly 10 years in the C-7, the 908th won three Air Force Outstanding Unit Awards and dozens of other unit and individual honors. Most important, however,

was the unit's outstanding safety record. To date, the unit has accumulated more than 83,000 accident-free flying hours at Maxwell.

In October 1983, the 908th converted to C-130E Hercules aircraft. In less than three years, the unit received brand new C-130Hs beginning in June 1986. The busy learning period in the new aircraft culminated in May 1987 at the international Airlift Rodeo competition at Pope Air Force Base, N.C., where the 908th placed as first overall C-130 unit in the world, and fourth place overall among all aircraft competing. This winning tradition has continued in recent years with 908th people and units bringing home many top honors.

In 1992, the name was changed to the 908th Airlift Group as part of the Air Force restructuring. Most recently in 1994, the name was again changed to the 908th Airlift Wing.

The 908th's mission is a demanding one: Moving people, equipment and supplies in and around the combat zone. The unit is tasked to provide aeromedical evacuation and refugee airlift as well. As the only Air Force Reserve flying unit in Alabama, the 908th trains continuously for its wartime mission.



Air Force Reserve Command

The 908th Airlift Wing is part of Air Force Reserve Command, with headquarters at Robins Air Force Base, Ga.

AFRC became the ninth major command of the Air Force on Feb. 17, 1997, as a result of Title XII - Reserve Forces Revitalization - in Public Law 104-201, the National Defense Authorization Act of Fiscal Year 1997. Prior to this act, the Air Force Reserve was a field operating agency of the Air Force established on April 14, 1948.

Mission

The Air Force Reserve Command (AFRC) supports the Air Force mission to defend the United States through control and exploitation of air and space by providing global reach and global power. The AFRC plays an integral role in the day-to-day Air Force mission and is not a force held in reserve for possible war or contingency operations.

AFRC has 35 flying wings equipped with their own aircraft and nine associate units that share aircraft with an active-duty unit. Four space operations squadrons share satellite control mission with the active force. There also are more than 620 mission support units in the AFRC, equipped and trained to provide a wide range of services, including medical and aeromedical evacuation, aerial port, civil engineer, security police, intelligence, communications, mobility support, logistics and transportation operations, among others.

Organization

Office of the Air Force Reserve. The Office of Air Force Reserve, located in the Pentagon, Washington, D.C., is headed by the chief of Air Force Reserve, a Reserve lieutenant general, who is the principal adviser to the chief of staff of the Air Force for all Reserve matters. Consistent with Air Force policy, the chief of Air Force Reserve establishes Reserve policy and initiates plans and programs. In addition to being a senior member of the Air Staff, he is also commander of the Air Force Reserve Command.

Headquarters Air Force Reserve Command.

Headquarters AFRC supervises the unit training program, provides logistics support, reviews unit training and ensures combat readiness. Within the headquarter element are directorates for operations, logistics, comptroller, administration and personnel support.



Fourth Air Force at March Air Reserve Base, Calif.; 10th Air Force at Carswell Air Reserve Station, Texas, and 22nd Air Force at Dobbins Air Reserve Base, Ga., report to Headquarters AFRC. They act as operational headquarters for their subordinate units, providing training, operational, logistical and safety support, and regional support for geographically separated units.

Air Reserve Personnel Center. Air Reserve Personnel Center, a direct reporting unit located in Denver, Colo., provides personnel services to all members of the AFRC and Air National Guard. Services include assignments, promotions, career counseling and development, and separation actions. Air Reserve Personnel Center also manages the individual mobilization augmentee (IMA) program for the Ready Reserve, and maintains master personnel records for all Guard and Reserve members not on extended active duty. In times of national need, the center would mobilize IMAs and certain categories of Air Force retirees.

Reserve Categories

Reservists are categorized by several criteria in either the Ready Reserve, Standby Reserve or Retired Reserve. Numbers shown reflect actual numbers, not authorizations.

Ready Reserve (NOTE: Counted Unit Program, IRR, IMA, Selected Reserve). The Ready Reserve is made up of 193,042 trained reservists who may be recalled to active duty to augment active forces in time of war or national emergency. Of this number, 72,195 reservists are members of the Selected Reserve who train regularly and are paid for their participation in unit or individual programs.

These reservists are combat ready and can deploy to anywhere in the world in 72 hours. Additionally,

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48,981 are part of the Individual Ready Reserve. Members of the IRR continue to have a service obligation, but do not train and are not paid. They are subject to recall if needed.

The president may recall Ready Reserve personnel from all Department of Defense components for up to 270 days if necessary. Some 24,000 Air Force reservists from 220 units were called to active duty during the Persian Gulf War to work side-by-side with the active-duty counterparts.

Standby Reserve. The Standby Reserve includes reservists whose civilian jobs are considered key to

national defense, or who have temporary disability or personal hardship. Most Standby reservists do not train and are not assigned to units. There are 16,858 reservists in this category.

Retired Reserve. The Retired Reserve is made up of officers and enlisted personnel (52,057) who receive pay after retiring from active duty or from the Reserve, or are reservists awaiting retirement pay at age 60.

Training

Reserve training often is scheduled to coincide with Air Force mission support needs. Since most AFRC skills are the same needed in peace or war, training

often results in the accomplishment of real-world mission requirements. This mission support is referred to as a by-product of training and benefits both AFRC and the active force.

Unit Training Program:

More than 60,000 reservists are assigned to specific Reserve units. These are the people who are obligated to report for duty one weekend each month and 15 additional days a year. Most work many more days than that. Reserve aircrews, for example, average more than 100 duty days a year, often flying in support of national objectives at home and around the world.

Air Reserve Technicians (ARTs)

are a special group of reservists who work as civil service employees during the week in the same jobs they hold as reservists on drill weekends. ARTs are the full-time backbone of the unit training program, providing day-to-day leadership, administrative and logistical support, and operational continuity for their units. More than 9,500 reservists, over 15 percent of the force, are ARTs.

Individual

Training Program:

The individual training program is made up of more than 13,100 individual mobilization augmentees. IMAs are assigned to active-duty units in specific wartime positions and train on an individual basis. Their mission is to augment active-duty manning by filling wartime surge requirements. IMAs were used extensively during Operation Desert Storm and can be found in nearly every career field.

Reserve

Associate Program:

The AFRC Associate Program provides trained crews and maintenance personnel for active-duty owned aircraft and space operations. This unique program pairs a Reserve unit with an active-duty unit to share a single set of aircraft. The result is a more cost-effective way to meet increasing mission requirements.

Associate aircrews fly C-5 Galaxies, C-141 Starlifters, C-17 Globemaster IIIs, C-9 Nightingales, KC-10 Extenders, KC-135 Stratotanker, T-1 Jayhawks, T-37 Tweets, T-38 Talons, F-16 Fighting Falcons, MC-130P Combat Shadows and MC-130 Talon I (Reserve Associate Unit) and E-3 Sentry Airborne Warning and Control System aircraft. Space Operations associate units operate Defense Meteorological Satellite Program (DMSP), Defense Support Program (DSP) and Global Positioning System (GPS) Satellites.

Assigned Aircraft

AFRC has 447 aircraft assigned to it. The inventory includes the latest, most capable models of the F-16 Fighting Falcon, O/A-10 Thunderbolt II, C-5 Galaxy, C-141 Starlifter, C-130 Hercules, MC-130 Combat Talon I, HC-130 Tanker, WC-130 Weather, KC-135 Stratotanker, B-52 Stratofortress bomber and HH-60 Pave Hawk helicopter. On any given day, 99 percent of these aircraft are mission-ready and able

to deploy within 72 hours. These aircraft and support personnel are gained by Air Combat Command, Air Mobility Command, and Air Force Special Operations Command if mobilized. These aircraft and their crews are immediately deployable without need for additional training.

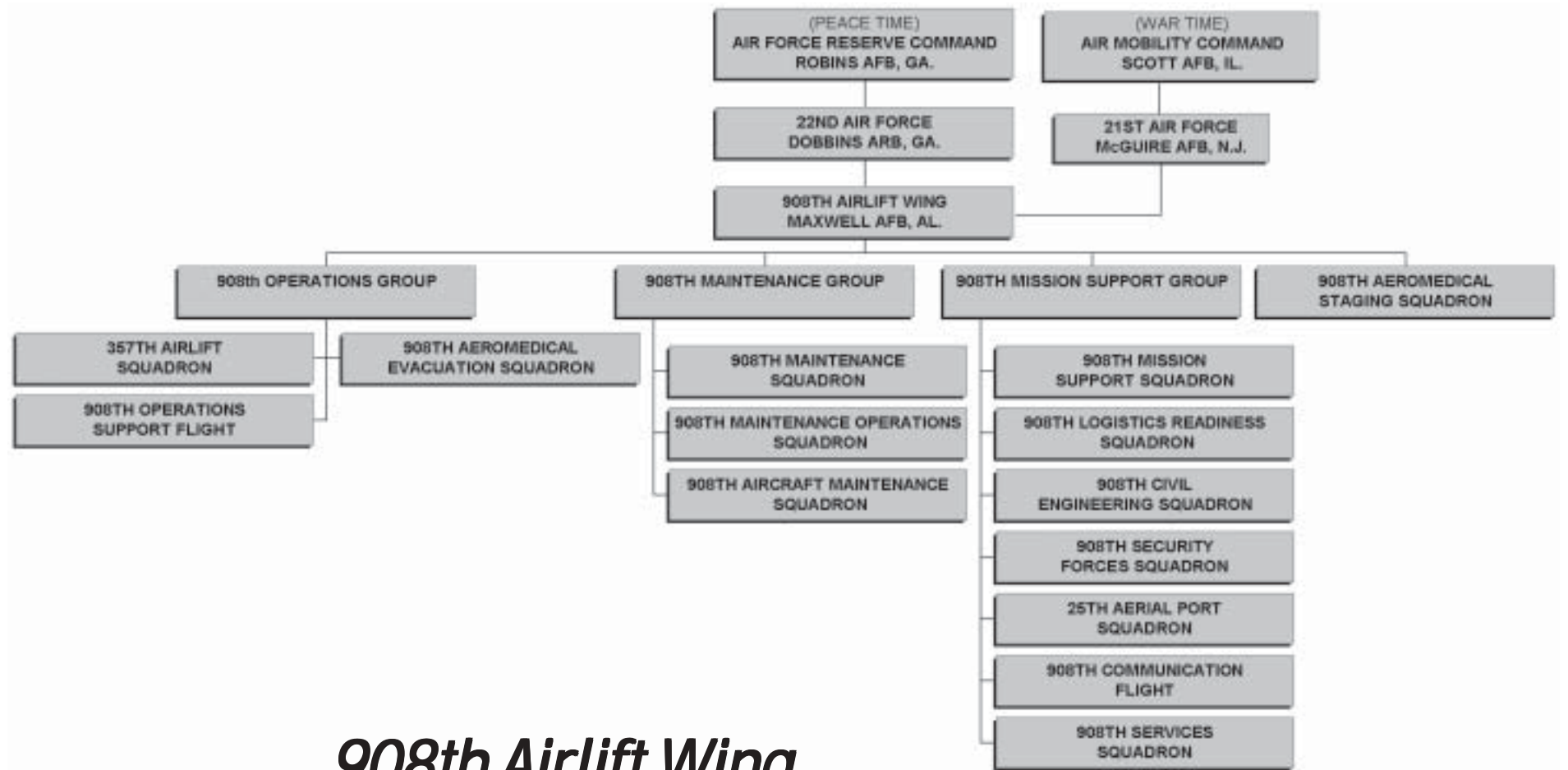
Real-World Missions

Air Force reservists are on duty today around the world carrying out the Air Force vision of Global Engagement. A proven and respected combat force, AFRC also is quick to lend a helping hand. Humanitarian relief missions may involve anything from repairing roads and schools in a small village in Central America, to airlifting badly needed supplies into a worn-torn city, to rescuing the victims of nature's worst disasters.

At the request of local, state or federal agencies, AFRC conducts aerial spray missions using specially equipped C-130s. With the only fixed-wing capability in the Department of Defense, these missions range from spraying pesticides to control insects to spraying compounds used in the control of oil spills. Other specially equipped C-130s check the spread of forest fires by dropping fire retardant chemicals. Real-world missions also include weather reconnaissance, rescue, international missions in support of U.S. Southern Command, and aeromedical evacuation.

The AFRC also takes an active role in the nation's counternarcotics effort. Reservists offer a cost-effective way to provide specialized training, airlift, analysis, and other unique capabilities to local, state and federal law enforcement officials.





908th Airlift Wing Organizational Structure

The 908th consists of a command section, three groups: Operations, Maintenance, and Mission Support and an Aeromedical Staging Squadron.

The command section consists of the Commander, Vice Commander, Executive Officer, and Command Chief Master Sergeant. Wing staff agencies include: Inspector General, Chaplain, Financial Management, Performance Planning, Public Affairs, Recruiting, Military Equal Opportunity, Judge Advocate, Safety and Command Post.

<i>Command Section</i>	<i>953-9080</i>
<i>Inspector General</i>	<i>953-3353</i>
<i>Chaplain</i>	<i>953-5372</i>
<i>Financial Management (mil pay)</i>	<i>953-6722</i>
<i>Performance Planning</i>	<i>953-9702</i>
<i>Public Affairs</i>	<i>953-6804</i>
<i>Recruiting</i>	<i>953-6737</i>
<i>Military Equal Opportunity</i>	<i>953-6672</i>
<i>Judge Advocate</i>	<i>953-6008</i>
<i>Safety</i>	<i>953-7871</i>
<i>Command Post</i>	<i>953-2717</i>

The 908th Operations Group oversees the 357th Airlift Squadron, 908th Aeromedical Evacuation Squadron, and the 908th Operations Support Flight.

The 357th Airlift Squadron manages much of our flight operations providing aircrew members. The 908th Aeromedical Evacuation Squadron provides nurses and medical technicians who care for patients in flight. Their wartime mission is to care for wounded and injured as they are evacuated aboard aircraft from areas near front lines. The 908th Operations Support Flight provides current operations, intelligence and combat tactics to support wing flight operations.

<i>908th Operations Group</i>	<i>953-6905</i>
<i>357th Airlift Squadron</i>	<i>953-7837/2777</i>
<i>908th Aeromedical Evacuation Squadron</i>	<i>953-6963</i>
<i>908th Operations Support Flight</i>	<i>953-6710</i>

The 908th Maintenance Group is made up of three squadrons: Maintenance, Maintenance Operations, and Aircraft Maintenance. Maintenance Group personnel safely and effectively maintain, service and repair aircraft and support equipment.

<i>908th Maintenance Group</i>	<i>953-6314/5542</i>
<i>908th Maintenance Squadron</i>	<i>953-3330 (UTA Only)</i>
<i>908th Maintenance Operations Flight</i>	<i>953-7131</i>
<i>908th Aircraft Maintenance Squadron</i>	<i>953-3049</i>

The 908th Mission Support Group oversees the support functions. Personnel services and family readiness duties are managed by the 908th Mission Support Squadron. Supply, transportation and logistics plans functions are managed by the 908th Logistics Readiness Squadron. The 908th Civil Engineering Squadron provides construction and repair capabilities. Force protection duties are accomplished by the 908th Security Forces Squadron, while 25th Aerial Port Squadron provides cargo preparation, marshalling and loading services. Communications and information systems and services also fall under the auspices of the Support Group through the 908th Communication and Information and Services Flights, respectively.

<i>908th Mission Support Group</i>	<i>953-5912</i>
<i>908th Mission Support Squadron</i>	<i>953-8304/5441</i>
<i>908th Logistics Readiness Squadron</i>	<i>953-3329/7131</i>
<i>908th Civil Engineering Squadron</i>	<i>953-3344</i>
<i>908th Security Forces Squadron</i>	<i>953-5115</i>
<i>25th Aerial Port Squadron</i>	<i>953-7791/6518</i>
<i>908th Communication and Information Flight</i>	<i>953-5029/5468</i>
<i>908th Services Flight</i>	<i>953-5522/5441</i>

The 908th Aeromedical Staging Squadron maintains medical records, provides care to patients awaiting transport to medical facilities and manages a key spoke in the overall aeromedical evacuation process.

<i>908th Aeromedical Staging Squadron</i>	<i>953-5877/5714</i>
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* Many of our offices are reserve organizations. If you are unable to contact an organization or squadron, call the group number.

C-130 Hercules-- *"Workhorse of the Air Force"*

Mission

The C-130 Hercules primarily performs the tactical portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for airdropping troops and equipment into hostile areas. C-130s operate throughout the U.S. Air Force, serving with Air Mobility Command (stateside based), theater commands, Air National Guard and the Air Force Reserve Command, fulfilling a wide range of operational missions in both peace and war situations. Basic and specialized versions of the aircraft airframe perform a diverse number of roles, including airlift support, Arctic ice resupply, aeromedical missions, aerial spray missions, fire-fighting duties for the U.S. Forest Service and natural disaster relief missions. More than 900 C-130s have been delivered to the U.S. Air Force in the past 30 years, making it the "workhorse of the Air Force."

Features

In its personnel carrier role, the C-130 can accommodate 92 combat troops or 64 fully-equipped paratroops on side-facing seats. For medical evacuations, it carries 74 litter patients and two medical attendants. Paratroopers exit the aircraft through two doors on either side of the aircraft behind the landing-gear fairings. Another exit is off the rear ramp for airdrops.

The C-130 Hercules joins on mercy flights throughout the world, bringing in food, clothing, shelter, doctors, nurses and medical supplies and moving victims to safety. C-130 Hercules have served other nations, airlifting heavy equipment into remote areas to build airports and roads, search for oil and transport local goods.

Background

Four decades have elapsed since the Air Force issued its original design specification, yet the C-130 remains in production. The initial production model was the C-130A, with four Allison T56-A-11 or -9 turboprops. A total of 219 were ordered and deliveries began in December 1956.

General Characteristics

Primary Function: Tactical and intratheater airlift

Contractor: Lockheed Martin Aeronautical Systems Company

Power Plant: Four Allison T56-A-15 turboprops; 4,300 horsepower, each engine

Length: 97 feet, 9 inches (29.3 meters)

Height: 38 feet, 3 inches (11.4 meters)

Wingspan: 132 feet, 7 inches (39.7 meters)

Cargo Compartment: Length, 41 feet (12.5 meters); width, 108 inches (2.74 meters); height, 9 feet (2.74 meters). Rear ramp (one pallet position); length, 88 inches (2.23 meters); width, 108 inches (2.74 meters); height, 76 inches (1.93 meters)

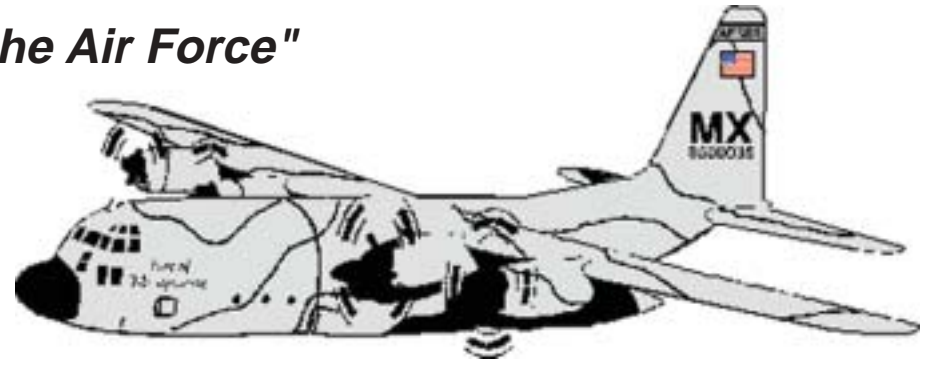
Speed: 374 mph (Mach 0.57) at 20,000 feet (6,060 meters)

Ceiling: 33,000 feet (10,000 meters) with 45,000 pounds (17,716 kilograms) payload

Maximum Takeoff Weight: 155,000 pounds (69,750 kilograms)

Range: 2,356 miles (2,049 nautical miles) with maximum payload; 2,500 miles (2,174 nautical miles) with 25,000 pounds (11,250 kilograms) cargo; 5,200 miles (4,522 nautical miles) with no cargo

Crew: Five (two pilots, a navigator, flight engineer and loadmaster); up to 92 troops or 64 paratroops or 74 litter patients or six



standard freight pallets with a maximum of 45,000 pounds of cargo.

Unit Cost: \$14.1 million (1996 dollars)

Date Deployed: April 1955

Inventory: Active force, 93; Air Reserve component (Reserve and ANG), 296

The C-130J is the latest addition to the C-130 fleet and will eventually begin to replace retiring C-130E's and C-130H's. The C-130J incorporates state-of-the-art technology to reduce manpower requirements, lower operating and support costs, and provide life cycle cost savings over earlier C-130 models. Compared to older C-130s, the C-130J climbs faster and higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. Currently there are six aircraft in the test program.

Major improvements include:

nAdvance two-pilot flight station with fully integrated digital avionics

nColor multifunctional liquid crystal displays and head-up displays

nState-of-the-art navigation systems with dual inertial navigation and global positioning systems

" Mission planning system

" Low power color radar

" Digital moving map display

" New turboprop engines with six bladed, all composite propellers

" Digital auto pilot

" Improved fuel, environmental and ice protection systems

" Digital auto pilot



Maxwell Air Force Base

Maxwell AFB is an Air Education and Training Command installation. Air University, housed at Maxwell, provides a full range of academic and professional development courses and programs. AU serves as the school house for the Air Force.

Flying operations began on this property in 1910 as Orville and Wilbur Wright opened a flying school here in March of that year. The first night flight in history was conducted from and over these grounds. The Wright brother's school was only open for two months, but for eight years the area was called "Wright Field." In 1918 the name changed to "Maxwell Field," in honor of 2nd Lieutenant William C. Maxwell who died when his DH-4 aircraft struck a flagpole when he swerved to avoid some children on the ground.

The Air Corps Tactical School opened here in 1928 and continued until 1940 when the base converted to training pilots. Following World War Two the base reverted to its present role of educating and training Air Force members.

Air University institutions at Maxwell AFB include: Air War College; Air Command and Staff College; Squadron Officer School; the College of Aerospace Doctrine, Research and Education; Ira C. Eaker College for Professional Development; Air Force Officer Accession and Training Schools, which includes Officer Training School and Reserve Officer Training Corps; Community College of the Air Force; and the Office of Academic Support which consists of several other organizations. Air University also supports the Civil Air Patrol. Additionally, at Maxwell's nearby Gunter Annex, Air University manages the College for Enlisted Professional Military Education, which includes the Air Force Senior Noncommissioned Officer Academy. Support for the AU organizations on Maxwell-Gunter, is provided by AU's 42nd Air Base Wing, the host organization. Another important part of Air University, the Air Force Institute of Technology, is located at Wright-Patterson Air Force Base, Ohio.

Support Services

Dining

The airmen's dining facilities, the Riverfront Inn at Maxwell, 5 S. Mitchell St., Bldg. 668, offer low-cost, nutritious cafeteria-style dining for military members. Meal times are:

MONDAY THROUGH FRIDAY

Breakfast.....6 - 8 a.m.
Lunch.....11 a.m. - 1 p.m.
Dinner.....4:30 - 7 p.m.

WEEKENDS AND HOLIDAYS

Breakfast.....7 - 9:30 a.m.
Lunch.....11 a.m. - 1 p.m.
Dinner.....4 - 6:30 p.m.

Officers' Club.....		953-7820 or 264-1731
Brunch	Sun	10:30 a.m. - 1:30 p.m.
Lunch	M - F	11 a.m. - 1 p.m.
Dinner	T - Th	5:30 p.m. - 8:30 p.m.
	F-Sa	5:30 p.m. - 9 p.m.
Lounge	T - W	5:30 p.m. - 9 p.m.
Cashier	M	10 a.m. - 2 p.m.
	T - Th	10 a.m. - 4 p.m.
	F	10 a.m. - 6 p.m.
	Sa	1 p.m. - 4 p.m.



Other facilities include the enlisted club at Maxwell, pizza, hot dog, deli sandwich and Mexican food concessions in the exchange mall, snack bar at Maxwell Bowling Center, Maxwell's golf course restaurant and a Burger King near the commissary on Maxwell.

ATMs and Check Cashing

If you need cash, the credit union is just inside Maxwell's Day Street gate, with additional automatic teller machines in the BX parking lot and OTS Shoppette. Regions Bank is in the Maxwell commissary parking lot with an automatic teller machine on site.

The Officers' Club cashier will cash checks for \$200 or less, for club members. Checks may also be cashed at the BX.

AAFES

Located in the Maxwell Mall on Selfridge Street are a number of other stores. These include a package store, thrift shop, leisure travel office (Carlson Wagonlit), equipment check-out, outdoor recreation reservation office and Information, Tickets and Tours, and military clothing sales store.

Maxwell's shoppette and service station are just inside the Day Street Gate. The Class Six Store is located inside the shoppette, along with a small military clothing sales store.

Base Exchange	834-5946	M-Sa	9 a.m. - 8 p.m.
		Su	10 a.m. - 6 p.m.
Cleaners	263-7826	M-F	7 a.m. - 6 p.m.
		Sa	9 a.m. - 5:00 p.m.
Clothing Sales	953-7505	M-F	8 a.m. - 5:30 p.m.
		Sa	9 a.m. - 3:30 p.m.
Class VI	265-7472	M-Sa	9 a.m. - 7 p.m.
		Su	11 a.m. - 6 p.m.
Shoppette	265-7773	Daily	7 a.m. - 9 p.m.

Commissary
Monday.....Closed
Tuesday & Friday.....9 a.m. - 6 p.m.
Wednesday & Thursday.....10 a.m. - 7 p.m.
Saturday..... 9 a.m. - 5 p.m.
Sunday.....Noon - 5 p.m.

Information, Tickets and Tours

Information, Tickets and Tours is a one-stop facility for Southeastern attractions tickets and ITT-sponsored tours. The ITT offices are located at the Maxwell Mall, Bldg. 851. The offices are open weekdays and sell a variety of local, in-state and out-of-state theater, sports and attractions tickets. Local and out-of-state tours are planned year-round. The offices can also make hotel reservations for some Southeastern areas. Information brochures are available on activities in Alabama including Gulf Shores, Florida including Panama City Beach, Fort Walton Beach and Destin, Georgia, Tennessee, Mississippi and Louisiana.

Also, check the Maxwell-Gunter Dispatch “Your Time” page for current tickets and tours. For more information, call Maxwell ITT at 953-6351.

Clubs

Enlisted members and civilians in grades GS-6 and below are encouraged to join the Maxwell-Gunter Enlisted Clubs. The Maxwell Enlisted Club, located in Bldg. 742, offers a weekday Bountiful Buffet for lunch and a special Nite Time menu throughout the week. The enlisted club can be reached at 262-8364.

The Maxwell Officers Club, Bldg. 144, is open to active-duty and retired officers, as well as civilians GS-7 and above. The officers’ club offers lunch weekdays and dinner specials Thursday-Saturday. An expanded bar menu is available Tuesday and Wednesday. Sunday Brunch in the ballroom is a member favorite.

Sports

A full range of sports — individual, intramural and varsity — are available at the Maxwell Wellness and Fitness Center. The center offers instruction in tennis, racquetball, weight lifting and total fitness programs. Aerobic classes are held several times daily. A small monthly fee is charged. Exercise, sauna, steam and whirlpool facilities and men’s and women’s lockers are available, with a professional staff to assist with all programs.



A squash court and several racquetball/handball courts can be reserved 24 hours in advance. Six routes, varying in length, are available on base for walkers, runners and bicyclists. Maxwell’s four-field softball complex is available for use, as are 10 tennis courts and a number of combination football/soccer fields.

Wellness & Fitness Ctr	953-5953	M-F	10:30 a.m. - 7 p.m.
(Basketball, Racketball,Volleyball)		Sa-Su	9:30 a.m. - 1 p.m.
Health & Wellness Center	953-5954	M-Th	5:30 a.m. - 9 p.m.
(Weights, Cycles, Nautilus, etc.)		F	5:30 a.m. - 8 p.m.
		Sa-Su	10 a.m. - 4 p.m.

Useful Numbers

Billeting	240-5600	Base Locator (civ.)	953-6417
Base Operations	953-6961	Base Locator (mil.)	953-5027
Base Chaplain	953-2109	Base Command Post	953-7333
OSI	953-7094	908th Command Post	953-2717
Carlson Wagonlit	263-0024	908th Medical Records	953-5714
(formerly SATO, Leisure Travel)		Weather forecast	953-6082
Security Forces	953-7222	MPF customer service	953-5522
SATO, Official	264-0076	Base operator	953-1110
		**Emergency Number	953-9911

**(When using a cellular phone, dialing 953-9911 connects you to the base emergency dispatcher for fire, medical and security).



Employer Support of the Guard and Reserve

Problems With Your Employer?

You and your employer both have rights and obligations under federal law. For information or assistance contact your area ESGR representative or contact Maj. Jerry Lobb in the 908th Public Affairs Office at 953-6804.

